



## Community Development Department

### HISTORIC PRESERVATION COMMISSION MEETING AGENDA September 16, 2020

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Tom Baker Meeting Room

3:30 p.m.

City-County Office Building

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#### SPECIAL NOTICE ON PUBLIC ACCESS

Watch live meeting coverage on Government Access Channels 2 & 602HD, listen to Radio Access 102.5 FM Radio, or stream [FreeTV.org](http://FreeTV.org) and [RadioAccess.org](http://RadioAccess.org). Agenda items can be found at [www.bismarcknd.gov/agendacenter](http://www.bismarcknd.gov/agendacenter).

Due to ongoing public health concerns related to COVID-19, the City of Bismarck is encouraging citizens to provide their comments via email to [whutchings@bismarcknd.gov](mailto:whutchings@bismarcknd.gov). The comments will be sent to the Historic Preservation Commission prior to the meeting and included in the minutes of the meeting. To ensure your comments are received and distributed prior to the meeting, please submit them by 12 noon on the day of the meeting and reference the agenda item your comment addresses.

If you would like to appear via video or audio link for the public input / comment section of the agenda, please provide your e-mail address and contact information to

[whutchings@bismarcknd.gov](mailto:whutchings@bismarcknd.gov) at least one business day before the meeting.

The physical meeting room will be open to the public, but we certainly understand the public wishing to limit their exposure at this time, while still participating in government. Before entering the City-County Office Building, all individuals should self-screen for COVID-19 symptoms or potential exposure and, if unable to pass the screening protocol, will be expected to participate remotely in the meeting for the public's safety.

Some of the Historic Preservation Commissioners will be attending this meeting remotely, but it is anticipated that most will participate remotely. The number of meeting participants attending in person in the Tom Baker Meeting Room, including the Historic Preservation Commissioners, will be limited to maintain social distancing.

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Item No.

Page No.

#### MINUTES

1. Consider approval of the minutes of the August 19, 2020 regular meeting of the Historic Preservation Commission.



## **PUBLIC COMMENT**

2. Public Comment (The public comment period is available for residents and other interested parties to address items on the agenda or any general public input for consideration by the Historic Preservation Commission).

## **AGENDA**

3. **Review and Comment on Preliminary Findings for Highland Acres Survey.....3**
4. **Discussion on Draft Historic Preservation Plan Elements.....24**

## **OTHER BUSINESS**

5. Other Business

## **ADJOURNMENT**

6. **Adjourn.** The next regular meeting date is scheduled for **October 21, 2020.**

Enclosures: Meeting Minutes of August 19, 2020



## *Community Development Department*

### **MEMORANDUM**

#### **Preliminary Findings for Highland Acres Survey**

TO: Chair Sakariassen and Historic Preservation Commission  
FROM: Will Hutchings, Planner  
DATE: September 10, 2020

Metcalf Archaeological Consultants, Inc. has completed the required initial survey of 15 properties within Highland Acres and drafted the attached preliminary findings for the Highland Acres Survey. The initial survey forms were provided to the State Historic Preservation Office for review and returned to Metcalf with minimal change request comments. Staff from the City of Bismarck's Community Development and Engineering Departments have reviewed the draft preliminary findings and provided change request comments to Metcalf. The attached version incorporates those changes and is provided for your review. Pending the Historic Preservation Commissions review, the attached will be provided with changes (if necessary) to the State Historic Preservation Office for final review.

#### **Staff Recommended Action:**

Review the attached Preliminary Findings for City of Bismarck Highland Acres Survey and provide any comments on the draft document.

Attachment: Preliminary Findings for City of Bismarck Highland Acres Survey – September 1, 2020



# PRELIMINARY FINDINGS FOR CITY OF BISMARCK HIGHLAND ACRES SURVEY



September 1,  
2020

Prepared by:  
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Prepared for:



City of Bismarck  
Community Development

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JIM FUGLIE: View From The Prairie — The History of Highland Acres, Part, posted 4/27/2018, <http://www.unheralded.fish/2018/04/27/jim-fuglie-view-from-the-prairie-the-history-of-highland-acres-part-1/>, accessed 6/10/2020.

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# Preliminary Findings for City of Bismarck Highland Acres Survey

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## INTRODUCTION

The City of Bismarck (City) is in the process of completing an in-depth architectural historical survey and evaluation of the Highland Acres neighborhood to determine its viability as a National Register of Historic Places (NRHP) district. The Highland Acres neighborhood, a distinctive post-war housing development in what is now the west-central part of the City, has reached the fifty-year threshold for consideration as a historic property. The neighborhood was initially developed in the late 1940s as a cooperative venture by a group of veterans who had served in World War II. They saw a need for affordable, comfortable housing for other veterans returning home to settle down and raise their families. The first portion platted became the Highland Acres Addition to the City. Subsequent developments were made in the adjacent areas and are referred to as Highland Acres Second and Third Additions, the Torrance and Torrance Hill Additions, and Memorial Park subdivision. The purpose of the proposed survey is to document 352 individual properties within the potential district boundary and offer management recommendations regarding NRHP eligibility. As an initial step in the survey task, Metcalf has completed a preliminary survey of a sample set of 15 properties for approval prior to conducting further survey work. In addition, Metcalf was tasked with identifying character-defining aspects or elements of the historic neighborhood that relate to the historic integrity of the proposed district, pending formal nomination for inclusion in the NRHP. This report summarizes our findings.

## IDENTIFICATION OF NEIGHBORHOOD FEATURES

As per National Park Service guidelines, a “district” is defined as a historic property type that possesses a significant concentration or continuity of sites, buildings, structures, or objects thematically or aesthetically linked by plan or physical development (NPS 1997). A district must be a unified entity, even if composed of a variety of resource types. To be eligible for inclusion in the NRHP, a district must be historically significant under one or more of the NRHP Criteria for Evaluation (A-D). It can contain features or elements that lack individual distinction, as well as those that are distinct and serve as focal points in interpreting its history; but a majority of the components that add to a district’s historic character, even if they are not individually distinguished, must possess integrity, as must the district overall.



The proposed Highland Acres historic district is suburban in nature and its component parts are recognized to be potentially significant, linked thematically under Criterion A, for their association with postwar housing development and shifts in residential planning and design that speak not only to local trends but also fit broader narratives at the state and national level. The architectural styles of the 352 sites (i.e., residential and non-residential properties) present in the proposed district lend a distinctive and cohesive feel to the area and represent a period of rapid development and innovation in the use of new materials and methods of construction—qualities that may also qualify the district for inclusion in the NRHP under Criterion C. Metcalf’s work includes identifying individual sites within the proposed district that are historic ( $\geq 50$  years old), retain a degree of integrity sufficient to convey historic character, and exhibit shared characteristics or related historic associations, as “contributing” to the potential historic district over the course of survey work. Those that do not meet those criteria or that, in fact, detract from the historic character of the study area, will be identified as “non-contributing” sites.

General characteristics of the properties that were recorded as architectural sites during the preliminary sample survey or were otherwise observed during preliminary survey work are described in the following section.

## Site Types

The majority of Highland Acres was developed for single-family residential use. Prior to any construction, the Bismarck Veterans Homeowners Cooperative Association (Association) established a series of covenants intended to create what its founding members hoped would be a livable, sustainable, family-friendly neighborhood. Chief among those covenants was a restriction on property use. All lots were to be residential, except for a designated space for a school, a community and shopping center adjacent to the school and another at the addition’s entrance, and areas set aside for parks. Early on, the commercial area was omitted from the plan and an exception was made for two churches (Fuglie 2018).

### Residential Sites

The residences built in the Highland Acres study area are all single-family dwellings built from 1948 to the present; the majority were built in the 1950s and 60s. The first 21 houses constructed were built by the Association. They hired E.H. Woolrych, a professional engineer from Alabama, to manage the project and, later, Guy C. McGee of Tacoma, Washington, to serve the construction superintendent (Bismarck Tribune April 8, 1947:1; Fuglie 2018). Following national trends in affordable housing, these early houses were partially prefabricated (Ames and McClelland 2002). The component parts were designed and manufactured by Farwest Construction, a Washington-based company, delivered to Bismarck, and erected on-site (Fuglie 2018).

The size, scale, and style of the homes were determined by an architectural subcommittee tasked with selecting standardized house plans for the development. The aim was to build comfortable, modern homes at minimum cost. Only single-family dwellings were allowed, none higher than two stories. Garages were permitted and all buildings, fences, walls, walks, drives and other structures required approval by a committee of the Association prior to construction. To avoid monotony, the committee chose designs that were customizable to some extent, so that the new houses would have individual

character. Houses were designed in “such style and proportions as are in keeping with the residential community” (Fuglie 2018: 11).

Each of the 21 original houses is a variation on one of three Farwest designs: the “B” model, the “M,” and the “JB.” The most popular model was the JB, of which there were 10 built. Eight B models and three M models comprise the remaining homes. The models had basic but customizable plans and exterior treatments. Common characteristics of all three designs in their various customized expressions include:

- a single-story rectangular form with an attached, single-stall garage set back from the primary façade;
- side-gabled, hipped, and gable-hipped roofs;
- an off-center, near-grade entrance with a concrete stoop, often beneath a gable-front portico or raised section of side-gable roof;
- a square or rectangular red-brick chimney; and
- a variety of window sizes and types, including paired and banked groupings of casement, sliding, and double-hung sash (Figures 1-4).

Over time, a number of these houses appear to have been modified from their original appearance. The most common alterations noted include application of modern steel or vinyl siding, rear and front additions, replacement of historic windows, enlargement of historic window openings, and, in at least one case, even conversion of the attached garage into enclosed living space.



*Figure 1: JB model at 729 Midway Dr.*



*Figure 2: Variant of the JB model at 1145 S Highland Acres Rd.*



*Figure 3: M model at 902 Crescent Ln. (photo by Lorna Meidinger, SHSND).*



*Figure 4: B model at 906 Crescent Ln. (photo by Lorna Meidinger, SHSND).*

Within the first three years of construction, the Association found itself in financial trouble and, by 1951, ownership of Highland Acres was transferred to the Central Credit Union. The 21 houses built according to the Association's original plans are extant and likely retain sufficient integrity to reflect their original vision and contribute to the proposed district (Fuglie 2018).

As development continued in the Highland Acres study area, most houses conformed to the Association's covenants, even after the Association and its various review committees dissolved in 1951. All but a small fraction (yet to be determined) are single-story dwellings or split-levels. A majority have attached single-stall garages, though double-stall garages were also noted during the preliminary survey. In general, the historic houses belong to only a handful of architectural styles as defined by the North Dakota State Historic Preservation Office (SHPO; SHSND 2020):

**Plain Residential** (ca. 1920-1950): Characteristics of Plain Residential include 1- or 1½-story, single volume or L-shaped forms with side or fronting gabled roofs. The form is suggestive of the Cape Cod in eastern America. Lacking the horizontal emphasis of the ranch, these subjects have boxy volumes, little or no soffit overhang, and no distinguishing features or decorative treatments (Figure 5).

For the current survey, this style is considered synonymous with Minimal Traditional, a classification commonly used in other post-war suburban surveys (McAlester 2015).

**Ranch/Split Level** (ca. 1945- ): The residential style evolved from single volume dwellings of the Spanish colonial settlement in California and the Southwest. These most commonly are single story structures with rooms, usually on one floor; frequently the garage is attached. Variations include: split level with either floor level staggered above or below the adjacent one, two story split level "Colonial," gabled or hipped roofs, vestigial colonial ornament, and false shutters; early types may recall the Cape Cod form (Figure 6).

**Contemporary** (ca. 1960-1990): These houses are typically one-story with a low-pitched roof and wide overhangs on the eaves. Windows are usually located in the gable ends or just under the roofline and the roof beams are often



Figure 5: Example of Plain Residential Style in Highland Acres study area.



Figure 6: Example of Ranch/Split Level Style in Highland Acres study area.



Figure 7: Example of Contemporary Style in Highland Acres study area (photograph by Lorna Meidinger, SHSND).



exposed. The houses are commonly finished with broad expanses of natural materials and the entry may be recessed or obscured from the street view, often asymmetrical (Figure 7).

**Other Contemporary** (ca. 1920- ): Buildings sheathed in contemporary materials such as brick, wood, stucco, stone, metal, concrete, concrete block or aggregate panels with square-headed windows and openings. These subjects defy stylistic classification because they lack true Modernist form and construction and bear few decorative or historic influences. Includes rectangular volumes as well as distinctive shapes (geodesic domes, A-frames) (Figure 8).



Figure 8: Example of Other Contemporary Style in Highland Acres study area.

### Non-Residential Sites

Most suburban districts include both residential and non-residential site types as contributing elements to NRHP eligibility. Of the 352 properties identified within the study area, all but four are residential in nature. The latter include two churches, a school, and a designed landscape (park):

**The Lutheran Church of the Cross (32BL316):** The Lutheran Church of the Cross is located at 1004 E. Highland Acres Rd. It is a concrete-and brick building with an irregular plan shape and low-pitched cross-gable roof. It was constructed in 1955 for the Evangelical Lutheran Church, sponsored by Bismarck's Trinity Lutheran Church. The first service was held on March 11, 1956 (Figure 9).



Figure 9: Lutheran Church of the Cross.

**The United Church of Christ (32BL317):** The United Church of Christ is located at 1200 E. Highland Acres Rd. It is a concrete and brick building constructed in 1958. It has been remodeled extensively, beginning with a 1987 addition (Figure 10).



Figure 10: United Church of Christ.

**The Highland Acres Elementary School (MAC-169):** The Highland Acres school was built on land that the Association donated to the Bismarck Public School District in 1958. It was expanded in 1963. The site includes the concrete and brick school building and the schoolyard/playground to the west (Figure 11).

**Highland Acres Park (MAC-245):** Highland Acres was platted on land formerly owned by R. H. Keating and the Jaskowiak estate. Jackman Coulee flows through the parcel, southwest toward the Missouri River. Originally, the area was a hilly, relatively treeless piece of land just beyond the City's northwest boundary. Purportedly, it was undeveloped grazing land. When the Association began plans for the development of a residential suburb here, they wanted to promote outdoor recreation and incorporate green spaces, including a "community play park at the back of every lot" (Fuglie 2018: 18).

The concept for Highland Acres Park was established before the official plat of Highland Acres was filed. According to Bismarck Parks and Recreation, the Association transferred ownership of the tract of land to the City in 1946 for the express purpose of creating a public green space there, originally proposed as "Memorial Park." The Park took advantage of otherwise undevelopable land along Jackman Coulee and, in 1948, the City officially purchased the park for \$1,000 (Personal Communication with Randy Bina, Executive Director of Parks and Recreation August 26, 2020).

While the vegetation has grown over the years, the Park's function has not changed. It is a discontinuous green space that meanders roughly north-south through the eastern portion of the study area (Figures 12-13). It crosses two roadways (W Coulee Rd and E Highland Acres Rd) and the flow of Jackman Coulee itself is facilitated by stormwater facilities including culverts located at Parkview Dr. and W. Ave. C. The park contains no paved paths or other purpose-built recreational facilities aside from a handful of park benches located along the periphery of the park. Vernacular features



Figure 11: Highland Acres Elementary School.



Figure 12: Highland Acres Park, view southeast from E Highland Acres Rd.



Figure 13: Highland Acres Park, view east from rear lot line at 1033 Crescent Ln.

such as footpaths and make-shift tree forts have been noted in the Park, created by neighborhood residents, including children.

Each of the four, non-residential sites identified in the preliminary survey of the proposed district is part of the early plans for the development of Highland Acres and they all remain in excellent condition today, some with sufficient integrity to convey their historic association. Further documentation and evaluation are pending the completion of the entire Highland Acres study area survey; however, Metcalf's preliminary findings suggest all four would contribute to the eligibility of the proposed historic district.

## Character Defining Features

In addition to the 352 residential and non-residential architectural sites, Metcalf has identified several features of the landscape that have served a historic function and can be considered contributing to the historic character—and therefore the eligibility—of the historic district. Based on the nature of the proposed historic district, Metcalf followed guidance established in *National Register Bulletin: Historic Residential Suburbs, Guidelines for Evaluation and Documentation for the National Register of Historic Places* to identify these character-defining features (Ames and McClelland 2002).

Many of the neighborhood's character-defining elements are lesser neighborhood features that are part of the designed landscape. Like some qualities of sites identified in the study area, these features also stem from the Association's initial set of covenants. The following landscape features have been identified as "integrally related to the neighborhood by design, plan, or association," sharing "a common period of historic significance (Ames and McClelland 2002: 4)." If the Highland Acres historic district is nominated to the NRHP, the character-defining features should be included in the Narrative Description (Section 7) of the NRHP Registration form. The identified character-defining features of the neighborhood include (1) green space and vegetation; (2) interior streets; (3) irregular lots and setbacks; and (4) the presence, absence, and location of historic sidewalks. Each is described below.

### Green Space & Vegetation

A variety of deciduous and coniferous trees, sweeping manicured lawns, various house-hugging shrubs, and perennials, as well as a steep-sided ravine shrouded in mixed tall grasses and forbs characterize the Highland Acres study area in terms of vegetation. Highland Acres Park is the only designated green space within the study area and, compared to other City parks, is a relatively undeveloped green space around Jackman Coulee that is accentuated only by organically created footpaths, concrete culverts, and the occasional park bench. Boulevards exist only where sidewalks are located within the public right-of-way (ROW), and they are inconsistently



Figure 14: View of Jackman Coulee within Highland Acres Park.



planted (Figure 14). Some boulevards are lined with mature deciduous trees while others are open lawn. In areas without sidewalks in the public ROW, front laws continue to the edge of the street, often without any demarcation. According to the City's Forestry Department, there are just over 200 boulevard trees in the Highland Acres neighborhood. Of these, 27% are Ash and 22% are Elm. Other common boulevard species are Maple, Linden Crabapple, and Spruce (e-mail correspondence with Christy Ames-Davis, August 31, 2020). Most notable of the boulevard plantings are the elms that line the S. Highland Acres Rd. and along portions of Crescent Ln. where the first houses were developed (Figure 15-16).

The Association did not create a plan for further landscaping or plantings outside the designated Park, but the size and layout of the individual lots promoted plantings by each property owner. Based on field observations, both front and rear private yards include a similar variety of tree species, primarily deciduous.

The original covenants regulated, to some extent, the variety of hedges, trees, shrubbery, and other plantings chosen. While certain species of tree or shrub may be common within an individual site's landscaping or throughout the neighborhood, any perceived uniformity is incidental.

### Interior Streets

Like other post-war suburbs, Highland Acres reflects "principles of landscape architecture in the layout of streets and lots to follow the existing topography and create a parklike setting that fulfill[s] the idea of domestic life in a semi-rural environment (Ames and McClelland 2002: 10)." Highland Acres was the city's earliest subdivision to utilize fashionable new "suburban" street patterns, influenced by the post-war Federal Housing Authority guidelines for subdivision development (Figure 17). The study area was laid out with curvilinear streets and four cul-de-sacs. This layout was conceived of with two things in mind: cost savings and functionality. The long but limited number of streets in the development created large city blocks which helped reduce costs associated with paving and utilities in the initial stages of development. The streets also followed natural contours of the hilly area, which eliminated the need for added engineering and grading. Another intended consequence of the layout was the physical and visual disconnect from other older residential neighborhoods. Highland Acres is a distinctive enclave, set apart from what are now higher-traffic thoroughfares like Ward Rd. and W. Ave. C. It has a quietness to it; interior streets are travelled mostly by the residents; no direct route



*Figure 15: View south along Midway Dr. depicting variety in boulevard plantings.*



*Figure 16: View west along S. Highland Acres Rd. Note mature deciduous trees and absence of boulevard to the right (north).*

exists to serve non-residents as a through-street. The winding roads and cul-de-sacs slow and calm the incoming and outgoing commuter traffic.



*Figure 17: Aerial photograph, ca. 1957-1962, showing Highland Acres study area (circled) under development. Note the stark contrast of street patterns compared to earlier developments to the southeast and contemporaneous development to the northeast.*

The pattern of streets within the study area is a clear reflection of the principles of urban design that guided suburban development following WWII. The following streets, in their layout, support the overall historic integrity and character of the proposed Highland Acres historic district: S. Highland Acres Rd., W. Highland Acres Rd., E. Highland Acres Rd., W. Coulee Rd., E. Coulee Rd., Pioneer Dr., Prairie Dr., N. Parkview Dr., Parkview Dr., Crescent Ln., Midway Dr., Prospect Pl., Victory Pl., and Fairview Pl. (Figure 18).



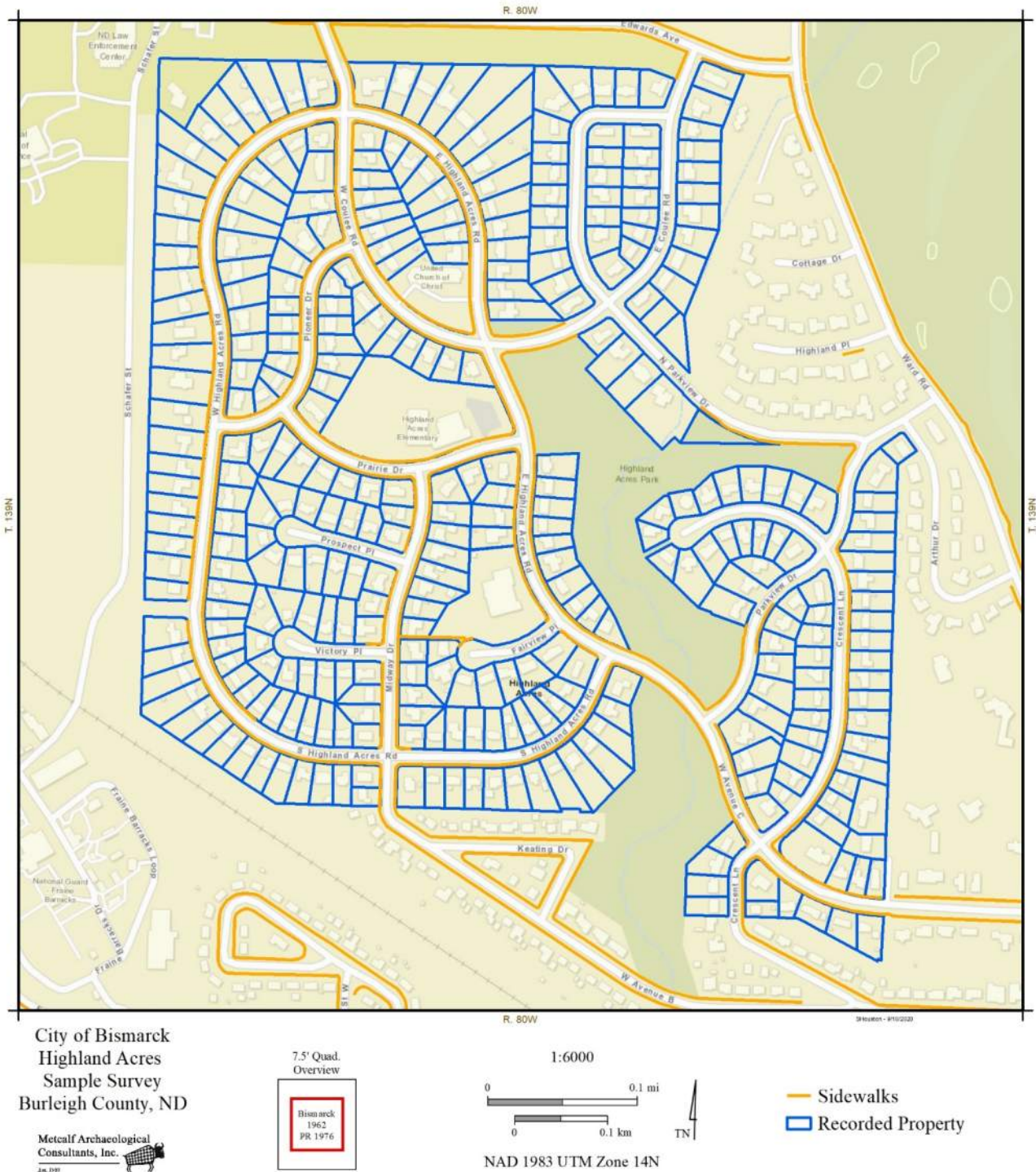


Figure 18: Map made for preliminary survey work, depicting interior streets and cul-de-sacs, lots, and existing sidewalks within the entire study area, data courtesy of the City of Bismarck.

### Irregular Lots & Setbacks

Because the streets in the Highland Acres study area are winding, many of the lots are irregularly shaped. This layout was meant to reflect the natural terrain, with each house and its appurtenances designed to fit or enhance the inherent character of its unique lot. Where the land is flat, lots are relatively like those in other parts of the City, i.e., more evenly sized and within a rectilinear grid. Where the topography was more varied, as in the north end of the study area, natural features like the steep hillsides were utilized to create scenic and picturesque effects for individual homes (Figure 19-20). Where topography was even more challenging, like the ravine through which Jackman Coulee flows, parcels were left undeveloped to allow for stormwater drainage and provide space for recreation.

Variation in the size and arrangement of the lots is a notable characteristic of the Highland Acres study area; however, building setbacks are uniform throughout and have an equally notable effect. The Highland Acres study area is currently in the R5 zoning district, which today follows contextual setback requirements but, historically, was platted with reference to the Association's covenants in which all houses were to have a 30-foot front yard setback from front lot lines and street lines, an 8-foot setback from side lot lines, and a 20-foot setback from all easements.

Historically, these uniformly deep setbacks, along with other covenants restricting fences, hedges, landscaping and grading, essentially mandated a grassy front lawn. As in earlier "garden suburbs" of the 19<sup>th</sup> Century, such as Olmsted and Vaux's quintessential Riverside, Illinois, this spatial arrangement is actually a design tool that creates a buffer between the streetscape and private home (Roth 2003: 203). In Highland Acres, the result is a uniform green space that provides a certain degree of privacy to individual homeowners, removed from pedestrian and vehicular traffic.

Many of the later lots were developed with an even greater setback, in some cases nearly 100 feet. The visual effect of the 30-foot minimum front yard setback is especially noticeable in the north end of the study area, along W. Highland Acres Rd. and E. Highland Acres Rd. While these lots were developed later, in the 1960s and 70s, the grade separation between the street level and the houses in many cases enhances the illusion of a sweeping front lawn and private residence (Figure 21).



Figure 19: View of uninterrupted lawn and right-of-way illustrating uniform setbacks along north side of S. Highland Acres Rd.



Figure 20: View of sloping lot on Crescent Ln.



The side-yard setbacks create another subtle feature of the Highland Acres neighborhood that is character-defining, though not altogether unique. The setback facilitated 7-foot utility easements, which the Association's original covenants required on side property lines for most lots (personal communication with Doug Wiseman, Senior Electric Engineer, Montana-Dakota Utilities, August 24, 2020). Throughout the study area, certain utilities such as gas lines are buried in the public ROW while other overhead utilities, including electrical, telecommunications, and cable lines, are strung on poles located on rear lot lines (Figure 22). While this arrangement is economical—the lines at the back of properties can serve houses on both sides—it also reduces the visibility of what the Association considered to be “unsightly” services and eliminates the need for back alleys.

The irregular design of many of the individual lots in the study area, as well as the historic setbacks, are aspects that distinguish Highland Acres from other contemporaneous and pre-war neighborhoods in Bismarck, contributing to the overall historic integrity and character of the proposed Highland Acres historic district.

### **Presence, Absence, and Location of Historic Sidewalks**

As previously stated, the Association had certain monetary considerations in their planned development. The limited number of streets through Highland Acres and the large block sizes reduced the costs associated with paving and utilities. To the same end, the placement of sidewalks was a matter of economics. In the Association's original plans for Highland Acres, rather than having street side sidewalks encircle each block, sidewalks were to be placed down the center of the block, behind houses. This would require fewer sidewalks overall, as each pathway would serve the homes to either side (Fuglie 2018). In other historic suburbs, plans like this were also intended to integrate interior and exterior living spaces and foster a sense of community—ideas likely embraced by the Association (Ames and McClelland 2002). The outer rim of the study area (i.e., the south side of S. Highland Acres Rd., the west side of W. Highland Acres Rd., and the north and east sides of E. Highland Acres Rd.) historically did have street side sidewalks (Figure 23). The interior sidewalk concept was never realized; however, the absence of street side sidewalks in certain parts of the Highland Acres study area is a result of this abandoned ideal.



*Figure 21: View north from Pioneer Dr. and W. Highland Acres Rd. where residential lots take advantage of existing topography.*



*Figure 22: View of overhead utility lines following the rear lot lines bordering Highland Acres Park.*



*Figure 23: Close up of 1957-1962 aerial imagery depicting early sidewalk locations (arrows).*

In addition, main pedestrian routes through the neighborhood, leading to the two churches and the elementary school, were planned with paved sidewalks for better pedestrian circulation. One unique example is a paved walkway which bisects Highland Acres Block 10 east-to-west linking Midway Dr. and the Victory Pl. cul-de-sac. The sidewalk passes between two residential lots (Lots 5 and 6) to provide pedestrian access to and from the Lutheran Church of the Cross (Figure 24-25). While this particular sidewalk was not included in the original plat, its presence reflects the perpetuation of the Association's ideals as the development continued to grow, even after the Association dissolved.

As the neighborhood continued to be developed through the historic period, sidewalks were installed in other parts of Highlands Acres. E. Coulee Rd., Parkview Dr., N. Parkview Dr., S. Highland Acres Rd., and Crescent Ln. have segments of historic sidewalks where no street side sidewalks had necessarily been intended by the Association (Figure 26-27). Aerial imagery depicts sidewalks throughout much of the neighborhood by 1971 (NDSWC 2020).



*Figure 24: View of interior sidewalk leading east from Midway Dr. toward the Fairview Pl. cul-de-sac. It provides easy pedestrian access from the west end of the neighborhood to the Lutheran Church of the Cross.*



*Figure 25: View of point of intersection of the only interior sidewalk identified in Highland Acres, where it meets the Fairway Pl. cul-de-sac.*



In 2014, the City initiated a “sidewalk gap” project, installing ROW sidewalks along 27 individual properties on the north end of W. Highland Acres Rd. and W. Coulee Rd. In 2015, the project continued with approximately 2300 linear feet of new pavement on portions of E. Coulee Rd., Parkview Dr. and W. Ave. C along Parks and Recreation property. In 2018, further sidewalk installation was completed fronting four more lots on W. Ave. C and E. Highland Acres Rd. (e-mail correspondence from Gabe Shell, City Engineer to William Hutchings, Community Development Department, dated August 27, 2020).

Areas that remain without street side sidewalks include segments of Parkview Dr., N. Parkview Dr., the west side of Crescent Ln., Arthur Dr., E. Coulee Rd., and the cul-de-sacs on Cottage Dr., Highland Pl., Crescent Ln., Fairview Pl., Victory Pl., and Prospect Pl. (Figure 18). Much like the singular stretch of sidewalk that bisects Block 10 linking Midway Dr. to Fairview Pl., the absence of street side sidewalks in the ROW along these segments of road reflect the Association’s failed attempt at a unique sidewalk concept and has become a notable feature of the neighborhood. Therefore, the presence, absence, and location of historic sidewalks support overall historic integrity and character of the proposed Highland Acres historic district



Figure 26: View west along north side of Victory Pl. where modern sidewalk installation ends.



Figure 27: View of the intersection of E. Highland Acres Rd. (at right) and S. Highland Acres Rd. Note modern sidewalk on E. Highland Acres Rd. and absence of sidewalk on S. Highland Acres Rd.

## RESULTS AND RECOMMENDATIONS

Metcalf completed a preliminary survey of the Highland Acres study area and proposed historic district between August 3 and August 31, 2020. A sample survey of 15 architectural sites confirmed our expectations with regard to site types and architectural styles in the study area. All but four sites in the study area are residential in nature. The four outliers consist of two churches, a school, and a City park.

In addition to the architectural sites identified, Metcalf staff Architectural Historian identified several notable features of the landscape that are historic and should be considered “character defining” aspects of the proposed district. The preliminary survey and research indicate the study area’s historic

planned green spaces and vegetation (i.e., Highland Acres Park), interior streets, irregular lots and setbacks, and presence, absence, and location of historic sidewalks support to the significance of the neighborhood as a whole. Each speaks to the district's retention of key aspects of integrity, namely its integrity of design, setting, location, feeling, and association. Metcalf recommends that if future work includes the nomination of the Highland Acres historic district for inclusion in the NRHP, the character-defining elements (i.e. green space and vegetation, interior streets, irregular lots and setbacks, and presence, absence, and location of historic sidewalks) should be documented in the Narrative Description (Section 7) of the NRHP Registration form.

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## *Community Development Department*

### **MEMORANDUM**

#### **Discussion on Draft Historic Preservation Plan Elements**

TO: Chair Sakariassen and Historic Preservation Commission

FROM: Will Hutchings, Planner

DATE: September 10, 2020

Staff participated in the National Alliance for Historic Preservation Commissions and were introduced to several model historic preservation plans. Staff also met with Commissioner Dinkins and reviewed all research and draft historic narratives that were compiled with Commissioner Bailey and Commissioner Nodland. During that discussion, staff and Commissioner Dinkins reviewed Preservation Plano 150, which is the City of Plano Texas' historic preservation plan. Attached to this memo is an excerpt of that plan that staff and Commission Dinkins would like to share with the Historic Preservation Commission for discussion. The example shows how a preservation plan combined both historic themes and development eras, graphics and resources within timelines in a succinct easy to interpret infographics.

Commissioner Dinkins also compiled a list of six potential themes that could be used in a manner similar to the Plano, Texas example. Those themes are:

#### **Geography, Landscape, and Nature**

- This category could include Missouri River, park areas, cemeteries, topography etc.

#### **People**

- This category could include groups of people of various cultural or ethnic backgrounds, and individual persons of historical significance.

#### **Transportation and Infrastructure**

- Roads and Highways, Riverboats, Railroad, Bridges, Airport, and the impact of Garrison Dam.

#### **Government**

- Territorial Government, State Capitol, Local Government





**Business and Economy**

- Downtown, economic boom and bust cycles, private development, such as Kirkwood Mall, big box stores, etc.

**Civic and Cultural Institutions**

- Schools, Hospitals, Religious, Colleges, Belle Mehus, Civic Center

These themes and the Plano Texas example are being provided to obtain the Historic Preservation Commission's thoughts on proceeding with a similar format, refinement of themes and feedback on potential development eras.

**Staff Recommended Action:**

Review the attached excerpt and provide guidance for additional refinement of the draft historic preservation plan.

Attachment: Excerpt from Preservation Plano 150, City of Plano Texas - Chapter 3: The Plano Story

# CHAPTER 3: THE PLANO STORY

## OVERVIEW OF DEVELOPMENT ERAS AND THEMES

### Plano's Native Landscape (ca. 11,000 B.C. - 1840)

First inhabited by Native American tribes, the Plano area would eventually be claimed by Spain, France, Mexico, and the Republic of Texas. The Peters Colony was established to attract settlers to North Texas.

### Plano's Early Years (1840 - 1872)

The community of Plano emerges as the first pioneer settlers arrive to establish farms, businesses, and institutions. This era ends with the arrival of the H&TC Railroad.

### Downtown Plano Emerges (1872 - 1895)

With the arrival of the railroads, Plano transitions to a center for business and agricultural commerce. The era ends with the last great fire that destroys most of Downtown.

### Plano Persists (1895- 1920)

Rebuilding from the fire, Plano begins to modernize with improvements such as electricity, gas, water, sidewalks, public schools, paved roads, and the interurban railroad.

### Small Town Plano (1920 - 1958)

Development was slow through the Great Depression, but growth would come following World War II and rapidly increase with the opening of Central Expressway (US 75).

### Plano Welcomes Growth (1958 - 1985)

Rapid residential growth brings with it new shopping centers, offices, schools, and parks. Plano begins moving westward and takes a primarily suburban form as farms are replaced with rooftops.

### Corporate Plano (1985 - 2000)

In addition to continued suburban growth, large corporate office campuses locate on the city's west side and the opening of the Dallas North Tollway brings new growth and development.

### Plano Today (2000 - 2018)

The days of rapid growth slow, but the DART rail brings renewed energy to Downtown and major activity centers, such as Legacy Town Center and the Shops at Willow Bend, become popular.

#### Architecture

Historic houses, buildings, and architectural styles that are significant to Plano.

#### Downtown

Events and buildings that were specific to Downtown.

#### Growth & Development

Significant dates and events, including the population of Plano, as it developed.

#### Business

Key businesses and companies that have contributed to the growth and development of Plano.

#### Douglass Community

The contributions and development of Plano's African-American community.

#### Institutions

Cemeteries, churches, schools and other institutional buildings that were vital to establishing Plano's community.

#### Transportation and Infrastructure

Major railroads, roadways, utilities, and other infrastructure that influenced growth in Plano.

## THEMES

Events in the timeline are divided into seven (7) themes which are described to the left. Each theme is identified using a color so that themes can be read in the context of a single development era or so that one theme can be followed through the whole timeline.

## ICONS & GRAPHICS

Icons and graphics are used throughout the timeline to mark key events in the era. Icons include symbols for historic fires and other overall contextual happenings. Graphics and photos are also used to indicate critical points in Plano's history.

## RESOURCES

Content in this timeline was compiled using several resources, including the books *Plano, Texas: The Early Years*, *Images of America: Historic Downtown Plano*, historic Wells Collection images, timeline focus group input, and City of Plano staff.

# PRE-1840: PLANO'S NATIVE LANDSCAPE

Spanning from the beginning of the Pre-Columbian Era around 11,000 B.C. to when the first Anglo settlers began arriving in the area around 1840, Plano's early history is part of the greater historical context of North America, Texas, and the North Texas region. Archaeological evidence suggests the first humans to occupy North America were nomadic hunters in search of mammoth and bison, eventually becoming foraging societies who moved around on a seasonal basis. Native American settlements were later established with long-distance trade networks developed to bring important tools and other items to the area. In the early 1500s, the first Europeans came to Texas, exploring the area and claiming it for Spain. French explorers briefly claimed portions of Texas in the late 1600s, encouraging Spain to increase its influence in the area through the establishment of Catholic missions. Mexico would gain independence from Spain in 1821, followed by Texas independence in 1836. Plano as we know it today begins while part of the Republic of Texas, with the arrival of the first known settler in 1840.

## PALEO-INDIAN PERIOD (11,000 B.C. - 7,000 B.C.)

Nomadic humans were likely the first to have occupied North Central Texas around 11,000 B.C., hunting large animals such as mammoth and bison. Although no sites have been found in Plano, a site of Paleo-Indian culture has been found to the west, in the Elm Fork of the Trinity River in Denton County.

## ARCHAIC PERIOD (7,000 B.C. - 700 A.D.)

People of the Archaic Period were hunters, but also began foraging. Evidence was discovered at a site in the southwest part of the Dallas-Fort Worth Metroplex that suggests small groups of these foraging hunters occupied an area for a short time, probably moving seasonally. The most significant camps and settlements in Collin County have been found in the watershed of the East Fork of the Trinity River northwest of Lake Lavon.

11,000 B.C.

Pre-Columbian Era (11,000 B.C. - 1500 A.D.)

1500

## EVIDENCE OF EARLY HUMANS

Evidence of early human life has been discovered in various places across Collin County. In 1926, a human skeleton was found placed in an upright position and thought to be the remains of a Native American placed there before the area was occupied by pioneer settlers. In 1933, another skeleton was found with many arrowheads on the banks of the Sister Grove Creek near Westminster. Finally in 1950, the excavation of a site under what is now Lavon Lake uncovered a pit with chips of flint, burned limestone rocks, fragments of broken pottery, various sizes of arrows and spear points, scrapers, and flaking tools made of antler tines. There were also grinding instruments, hoe blades made of bison scapula, bones of fish and small game animals, fragments of edible roots, and a burial ground containing the remains of several people.



## BLACKLAND PRAIRIE

Much of North Central Texas used to be covered by millions of acres of blackland prairie. The ecoregion was home to herds of grazing bison and tall prairie grasses. In modern Plano, what remains of the ecoregion is dedicated in nature preserves - the Arbor Hills Nature Preserve and the Oak Point Park and Nature Preserve.



## SPANISH EXPLORERS

(ca. 1517-1535)

After the Columbian discovery of North America in 1492, Spanish explorers such as Cabeza de Vaca became the first Europeans to venture through Texas. Although the area would be claimed by Spain for over three centuries, Texas was sparsely settled by the Spanish and largely ignored until the late 1600s.

## McBAIN JAMESON

The first known settler of Plano establishes a farmstead north of present-day Downtown.

## MEXICAN INDEPENDENCE (1810-1821)

Following Mexican independence from Spain, the area of Plano was claimed under Mexican rule.

## SAN ANTONIO FOUNDED (1718)

1600

1700

1800

1840

## FRENCH COLONIZATION (1684-1689)

In 1684, a French expedition bound to establish a settlement on the Mississippi River found themselves instead along the Matagorda Bay in Texas. After learning of this new settlement, Spanish troops were sent to find and destroy them. Although the French settlement was in ruin by the time they were found, this sparked a renewed interest in the Texas territory and spurred the exploration and establishment of Catholic missions.



## NATIVE AMERICAN TRIBES

No evidence of Native American settlements has ever been found in Plano. Historic campsites to the north and northeast of Plano have been attributed to Delaware, Kiowa, and Cherokees; however, these groups were not native to the area, but were forced through by westward European expansion. Attacks on early settlers were attributed to bands of roaming Comanches who came in from the west. Some studies suggest that the Tonkawa, Wichita, and Caddo people settled in the area.

## THE ALAMO & TEXAS INDEPENDENCE

Following defeat by the Mexican army at the Alamo in San Antonio on March 6, 1836, "Remember the Alamo!" became the battle cry of the Texans fighting for independence. Less than two months later on April 21, Texas would gain its independence following the Battle of San Jacinto. The Republic of Texas was formed and new settlers would soon be attracted to the area.



Residential



Commercial



Church



Cemetery



Downtown Fire

# 1840-1872: PLANO'S EARLY YEARS

This period is defined by the arrival of Plano's first settlers, mostly of the Peters Colony, until the arrival of the H&TC Railroad. The community is mostly scattered farmsteads, although the beginnings of Downtown Plano begin to take shape as the post office is established in the cabin of William Forman.

## **McBAIN JAMESON** (1840)

Plano's first known settler comes to Plano

### **MUNCY INCIDENT** (1844)

McBain Jameson and the Russell family are found brutally murdered in front of their homestead. According to Plano lore, the attack was the last Indian raid in Collin County and terrified the local population for years to come.



Post Office established in William Forman Cabin (1851)

*"Here was a land such as few had ever seen, a land that every foot was tillable as it could be plowed to the very beds of streams, a land of plentiful rainfall and a yearly growing season of nine months. Truly a stockman's paradise."*

- R. W. Carpenter (1852)

## **PLANO IS FOUNDED**

(1852)

After the name Fillmore was rejected, residents decide to name the city 'Plano', which they believed to be the Spanish word for "plain."

1840

Republic of Texas (1836-1845)

1842

1844

1846

1848

1850

1852

1854

1856



Rowlett Creek Baptist Church



First Methodist Church is established in the Russell home.



Baccus



Spring Creek Baptist Church



Plano Mutual



Routh Cemetery, although located in modern day Richardson, is the resting place of many early Plano citizens.

**COLLIN COUNTY ESTABLISHED** (1846)



Texas becomes the 28th State (1845)



## **PETERS COLONY** (1841)

Many of Plano's first settlers came from Kentucky and Tennessee. This is largely attributed to the Peters Colony, an empresario land grant company headquartered in Louisville, Kentucky that granted 320 acres per single man or 640 acres per family to settle in North Texas. The Peters Colony was successful in attracting new residents to Texas by praising the area's climate and fertile soil.



## **SHAWNEE TRAIL**

Following the traces of a pre-historic bison path along the White Rock Escarpment and later used by Native Americans, the Shawnee Trail was a major route for driving cattle to northern markets as well as immigrants coming to Texas. Sculptures depicting cattle drives along the Shawnee Trail can be visited today in the Baccus Plaza in Legacy Town Center.

Architecture

Downtown

Growth & Development

Business

Douglass Community

Institutions

Transportation and Infrastructure





### EARLY CHURCHES AND CEMETERIES

As people settled in and around what would become the City of Plano, the establishment of churches gave settlers a sense of community. Churches often started in log cabin homes prior to building individual churches closer to town. According to family histories, guns were stacked under a tree at the Rowlett Creek Baptist Church before services to have them nearby for protection. In the early years, cemeteries were also established. The oldest known grave in Plano is that of Daniel Cook (January 13, 1847) in the Baccus Cemetery.



### ARCHITECTURAL STYLES

- Greek Revival
- Gothic Revival
- Pre-railroad
- Italianate

### MOUNT VALE SCHOOL

is opened by Jacob Routh and his neighbors

### 1<sup>ST</sup> PUBLIC SCHOOL

is established in the Christian Church



First Christian Church



Rowlett Creek



Leach-Thomas Bowman



First Presbyterian Church

1856

1858

1860

Civil War (1861-1865)

1862

1864

1866

1868

1870

1872



Collinwood (ca. 1860)



Forman

### PLANO MASONIC LODGE #235 (1860)

moves into the Gossum Storehouse at 15th and K Avenue

### ANDY DRAKE (1860)

the first free African American to move to Plano and forefather of Plano African American community

155

POPULATION OF PLANO



### COLLINWOOD HOUSE

One of the oldest homes in Plano

Photo provided by Collin County Historical Commission



Residential



Commercial



Church



Cemetery



Downtown Fire

# 1872-1895: DOWNTOWN PLANO EMERGES

This period starts with the opening of the H&TC Railroad, which is transformative in Plano history. Downtown grows as business that process agricultural products locate in proximity to the railroad. Other businesses begin to locate in Downtown to serve the needs of the farming families. Opening of the Cotton Belt railroad solidifies Plano as a commercial center. This period comes to an end with the great fires in the late 1890s, which destroy most of the buildings downtown.



## HOUSTON & TEXAS CENTRAL RAILROAD

The opening of the H&TC Railroad transformed Plano from a community of scattered farms and homesteads to a center of business and agriculture. Less expensive than shipping by wagon, the railroad opened up new markets to Plano's farmers.



## THE RAILROAD BUSINESS

Railroad business established Plano as a center for agricultural commerce for importing and exporting crops in south Collin County. By 1887, Plano was shipping more grain than any other station on the H&TC Railroad north of Dallas. Railroads also brought new building materials to the city, which were primarily used for Plano's finest houses.

## PLANO PUBLIC SCHOOL

The making of Plano ISD begins to take shape as private rural schools are consolidated into the Plano Public School.



## Old City

1872

Long Depression (1873-1879)

1874

1876

1878



Bethany Christian Church & Cemetery

Schimelpfenig Dry Goods store opens in Downtown Plano

1880

500  
POPULATION  
OF PLANO

1882

1884

## CITY OF PLANO IS INCORPORATED

C.J.E. Kellner was elected first mayor, along with five aldermen and one councilman.

## TELEPHONE

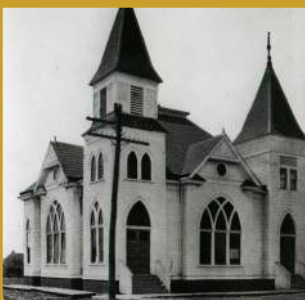
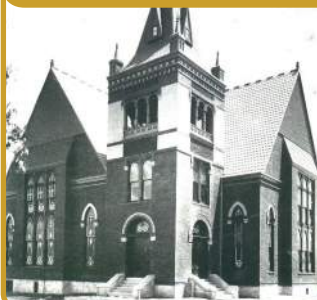
The first reference to a telephone in Plano. Southwestern Telegraph and Telephone Company either installed or acquired the original telephone service.

Harrington Pharmacy opens its doors. The business would serve Plano for over a century.

First Baptist Church of Plano

First Presbyterian Church of Plano

## CHURCHES RELOCATE DOWNTOWN



With the arrival of the H&TC railroad and Downtown's emergence as a business center, many rural churches began relocating to Downtown Plano.

- First Presbyterian Church of Plano (1873)
- First Christian Church of Plano (1873)
- First Methodist Church of Plano (1874)
- First Baptist Church of Plano (1875)
- Shiloh Baptist Church (1884)



## COTTON BELT RAILROAD OPENS

The Cotton Belt Railroad was the second to pass through Plano, this time running east-west and connecting the city to markets in Arkansas, Missouri, and beyond. Today, the old Cotton Belt railroad line is planned for a Dallas Area Rapid Transit (DART) light rail line connecting Plano to the DFW International Airport.



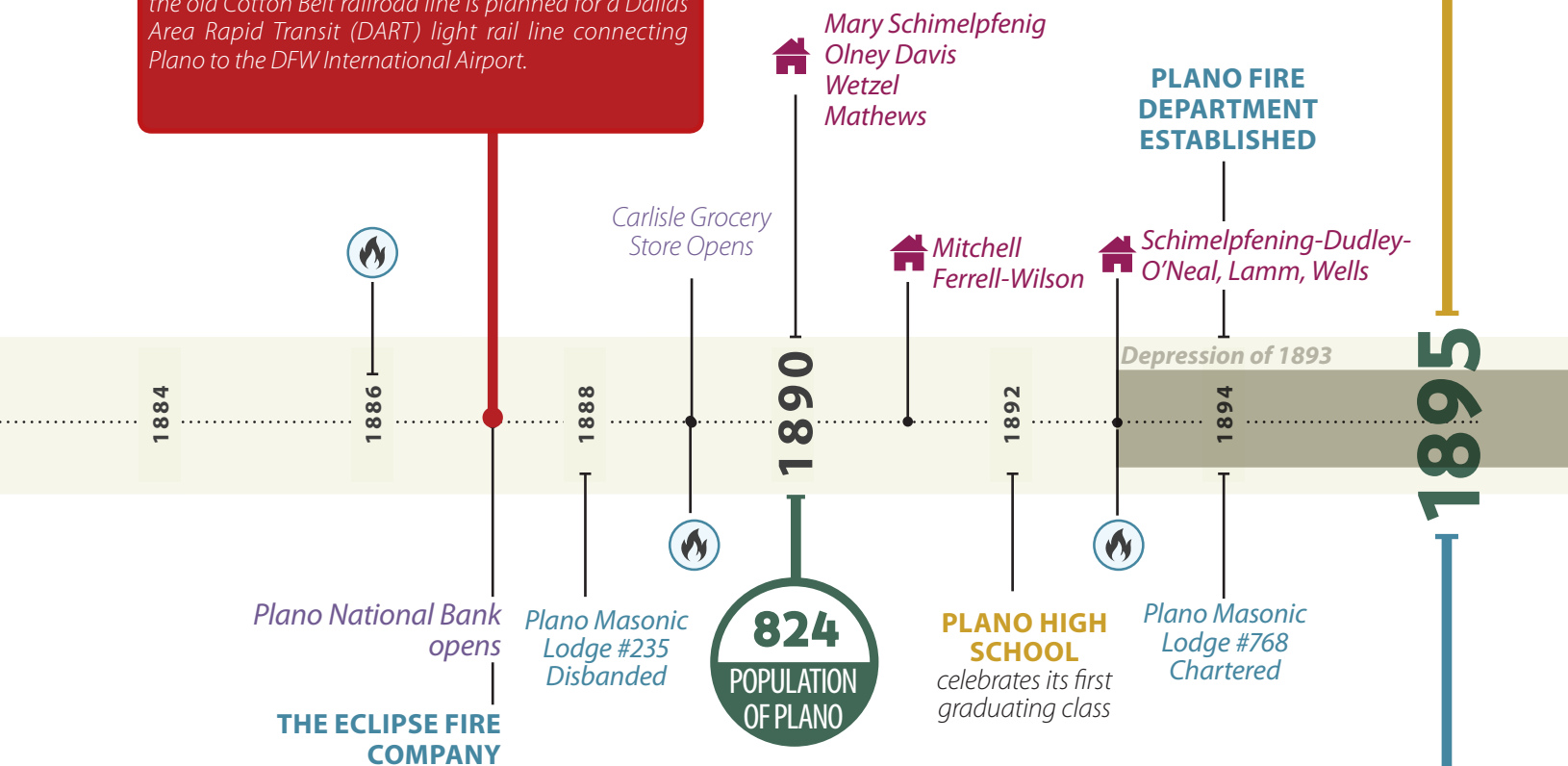
## ARCHITECTURAL STYLES

- Victorian
- Queen Anne
- Wooden Commercial Buildings
- Shotgun

## SMALLPOX OUTBREAK

An outbreak of smallpox at the Collinsworth Farm leads to a quarantine of the town. To prevent an epidemic, armed guards restrict access to downtown.

Collinsworth



## MULES

Plano was the leading producer of mules, including the largest mules west of Mississippi River. C. S. Haggard owned a particularly large mule that came to be known as "Mammoth Jack."

## GREAT FIRE OF 1895

Substantial physical and population growth during this time period was accompanied by numerous fires which repeatedly destroyed the business district of Plano. One of the last great fires occurred in 1895, when all but a few buildings were totally destroyed.



Residential



Commercial



Church



Cemetery



Downtown Fire



# 1895-1920: PLANO PERSISTS

This period begins from the ashes of the downtown fires of the late 1890s. Downtown as we know it today begins to take form as the community rebuilds new brick buildings and storefronts. Business is still primarily agricultural-related; however, the city begins to modernize with the installation of new infrastructure. Many of Plano's historic homes are constructed during this period.



## DOWNTOWN REBUILDS

After the great fires of the late 1890s, Downtown Plano began to rebuild. Specifically, brick was used in construction, as seen in the photo of Mechanic Street (15th) above.

## OLD SPANISH SCHOOL (1903)

After separating from the city in 1899, the newly independent Plano schools contracted to build a new 3-story, red brick building that has become known as the Old Spanish School.



1,304

POPULATION  
OF PLANO

## FIRE CODE ADOPTED

1895

Depression of 1893

Carpenter  
Wall-Robbins  
Salmon



1898

1896



IOOF/Plano  
National Bank,  
Moore House/  
Masonic Lodge



Mathews General Store  
W. D. McFarlin  
Bagwill-Sherrill



Land for the city's first  
park, Harrington Park,  
was donated by the  
Plano Fishing Club

1900



Thornton  
George  
Hood



Will Schimelpfenig  
Roller

1902



Fannie Harrington  
Chapel

1904

1906

Despite a fairly peaceful  
environment, racial  
segregation was  
the general rule in  
Plano throughout  
the 19th and early  
20th centuries.



PLANO COLORED  
SCHOOL OPENS  
(1896)



## DOUGLASS COMMUNITY (1900)

Around 1900, the African American community of Plano began to establish itself in what is known today as the Douglass Community. John "Bud" Thornton, whose house is at 900 13th Street, was a successful businessman and one of the first African Americans to purchase land in Plano.



## INTERURBAN OPENS

Commonly known as the Interurban Line, the Texas Electric Railway connected Plano to the greater North Texas region, making it possible for Plano residents to work in Dallas and other communities. Plano's downtown Interurban substation is the only remaining substation in existence on this line.



## ARCHITECTURAL STYLES

- Colonial Revival
- Tudor
- Italianate/Romanesque
- Craftsman
- Bungalow
- Prairie
- Neoclassical
- Eclectic
- Second Empire



## MODERN INFRASTRUCTURE

The Plano Persists Era was a time of modern infrastructure and technological advancements including:

- Telephone (1883)
- Water (1897)
- Artesian Water (1904)
- Trash (1909)
- Sewer (1909)
- Concrete Sidewalks (1909)
- Oiled & Graveled Streets (1917)
- Paved Roads (1925)
- Natural Gas (1926)

1,258

POPULATION OF PLANO

### "Big Tom" Fire Truck (1915)

Plano's first motorized fire truck



World War I (1914-1918)

1906



Aldridge

1908



S. B. Wyatt

1910



Carlisle

1912



R. A. Davis



Arch Weatherford



Football & baseball teams are established at Plano High School

1914



Hughston



Merritt

1916



Saigling

1918

1920

### BANK ROBBERY (1920)



On the night of February 28, 1920, Deputy City Marshal Green W. Rye discovered two men robbing the Plano National Bank. Rye was shot and fatally wounded by the robbers, who successfully escaped. He would later be memorialized as Plano's first officer killed in the line of duty.



CIVIC AUDITORIUM CONSTRUCTED (1909)



Residential



Commercial



Church



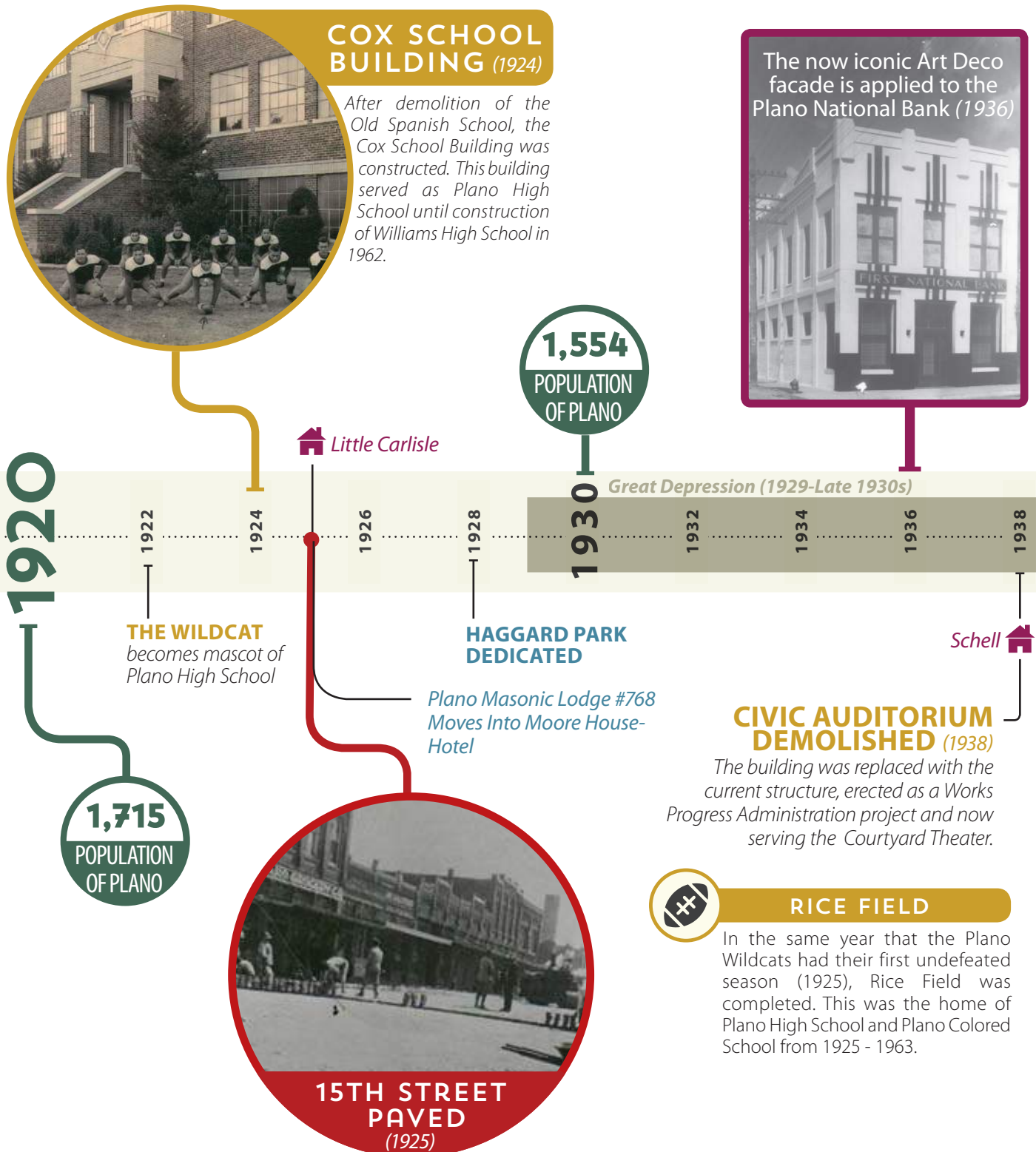
Cemetery



Downtown Fire

# 1920-1958: SMALL TOWN PLANO

This period begins around 1920, following World War I and the slow growth of the community. The population of Plano remains steady around 1,600 people. Toward the end of this era, Plano begins to recognize its impending growth and takes measures to plan, including a zoning ordinance and creation of the North Texas Municipal Water District.





## CENTRAL EXPRESSWAY (1958)

Like the coming of the H&TC Railroad nearly a century before, the completion of Central Expressway (US 75) was a transformative moment in the history of Plano. Now with quick and convenient access to jobs in Dallas, Plano would soon explode in population over the coming decades. New homes spread first to the east of town, in neighborhoods such as Old Towne and Briarwood, and then transitioned west of the highway with new neighborhoods such as Dallas North Estates. The change of Plano from an agricultural community to a suburban community can largely be attributed to Central Expressway.

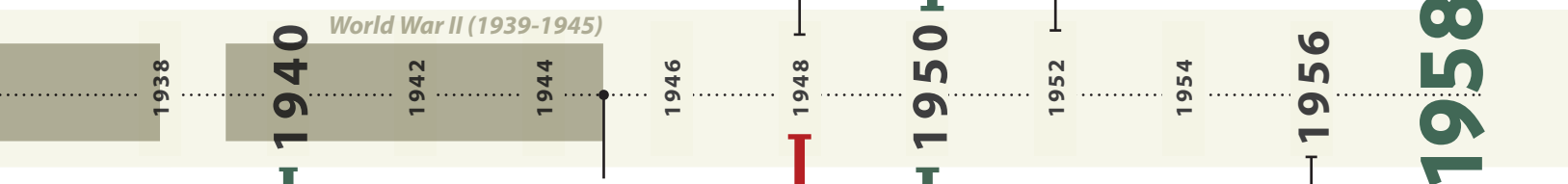


## MENDENHALL ELEMENTARY

The opening of Plano Elementary School, now Mendenhall Elementary, allowed the separation of primary and secondary education in Plano.

**INTERURBAN CLOSES**  
following the decline of the  
railroads

**2,126**  
POPULATION  
OF PLANO



## STREETS RENAMED (1948)

Streets throughout the city are renamed to the grid system, with alphabetical streets running north-south and numerical streets running east-west.

**HAGGARD ADDITION**  
1st platted subdivision

1st Zoning  
Ordinance

## NORTH TEXAS MUNICIPAL WATER DISTRICT IS FORMED

(1950)



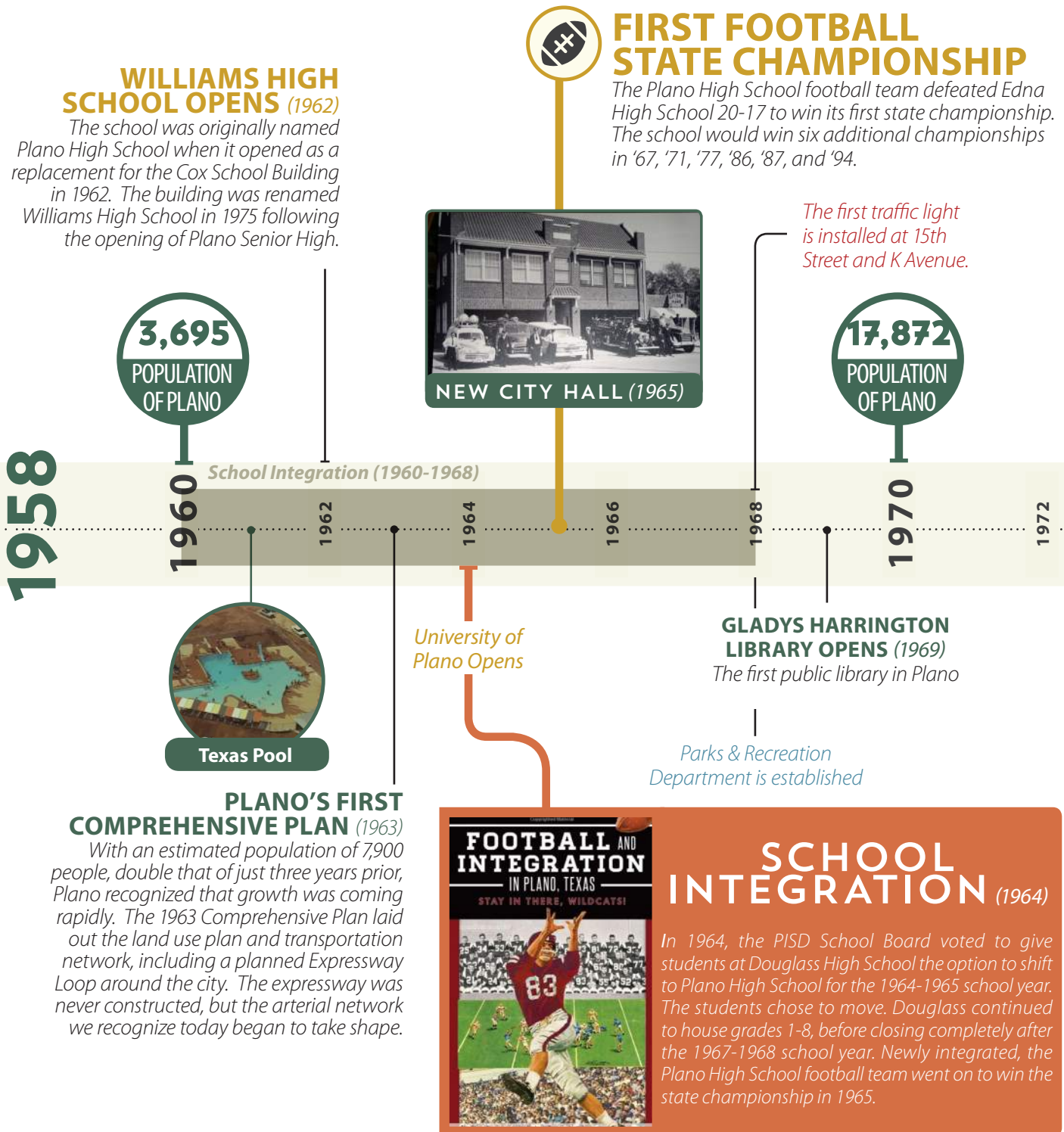
## ARCHITECTURAL STYLES

- Art Deco
- Mid-century Modern
- Minimal Traditional
- Early Ranch Style
- Bungalow
- Craftsman
- Commercial Storefronts
- Stucco Wraps on Downtown
- Spanish Revival



# 1958-1985: PLANO WELCOMES GROWTH

This period begins with the explosion of residential and employment growth brought about by the construction of Central Expressway. Business begins to shift away from agriculture to technology and research companies, offering white collar jobs. Plano's arterial roadway pattern begins to take shape, with shopping centers located at key intersections. Downtown's importance to the local economy begins to diminish as Collin Creek Mall becomes the new entertainment area. Plano ISD emerges as a leader in education and sports.





## ARCHITECTURAL STYLES

- One-story Ranch
- Mid-century Modern
- Built-in Garage
- Second-story Overhang
- Contemporary

### PLANO SENIOR HIGH SCHOOL OPENS (1975)

*Due to rapid growth in enrollment, Plano ISD moved to a model of junior and senior high schools in 1975. 11th and 12th grade students began attending Plano Senior High School.*

### LAST COTTON GIN CLOSES

*Symbolic of Plano's change from an agricultural to a suburban community, the last cotton gin closes in downtown.*

### COLLIN CREEK MALL OPENS

*When it opened in 1981, the Collin Creek Mall was the new center of activity and shopping for Plano and the surrounding region.*



### PLANO EAST SENIOR HIGH SCHOOL OPENS (1981)

Plano Municipal Center Opens

1972

1974

1976

1978

1980

1982

1984

1985



### CLARK STADIUM OPENS

*a premiere high school football stadium at the time*

University of Plano Closes

### PLANO GENERAL HOSPITAL OPENS

72,331  
POPULATION OF PLANO

DART IS FORMED

CENTRAL EXPRESSWAY WIDENED



FIRST PLANO BALLOON FESTIVAL



## FOX & JACOBS

After World War II, Fox & Jacobs began building homes in Texas that were small, affordable starter homes for families. They built many homes in Plano and the Dallas area, becoming one of the largest builders of single-family homes in the southwest.

### LEGACY LAND PURCHASE (1979)

*Ross Perot purchases land in what is now the Legacy business area in west Plano. This would prove to be instrumental in the growth and development of the city and contribute to the massive growth of Plano to the west of US 75.*



Residential



Commercial



Church



Cemetery



Downtown Fire

# 1985-2000: CORPORATE PLANO

Rapid growth continues during this period, including the arrival of corporate campuses in the Legacy area with massive employment growth and westward expansion. The city begins to recognize the troubles of downtown and begins laying the groundwork to revitalize the area. Plano ISD establishes its reputation as a regional and national leader in public education and athletic prowess.

## FRITO LAY (1985)



In 1985, Frito Lay opened the first major office campus in west Plano, marking the beginning of a new major employment center. Just a few years prior the area was farmland and agricultural properties. More offices, corporate headquarters, and housing would soon follow.

1985

## DOWNTOWN RENOVATED

for Texas sesquicentennial celebration

1986

## FREDERICK DOUGLASS COMMUNITY CENTER OPENS (1987)

1988

## COLLIN COLLEGE (1988)

Spring-Creek Campus Opens

Ave K/Municipal couplet complete

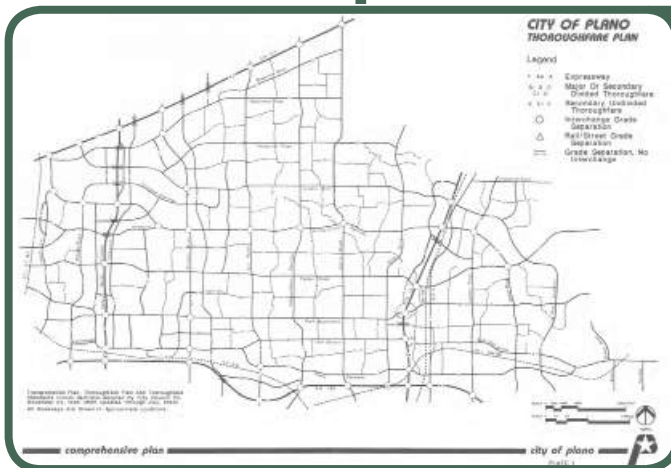
1990

128,713  
POPULATION  
OF PLANO

1992

## DOWNTOWN DEVELOPMENT PLAN (1991)

As development continued moving west of Plano's original core, the City acknowledged the decline of downtown and created plans to revitalize the area. Building upon the successes of renovation efforts in the late 1980s, the Downtown Development Plan laid the foundation of Downtown Plano's resurgence in the years that followed.



## 1986 COMPREHENSIVE PLAN

Following annexation of over 400 acres in west Plano for Ross Perot's Legacy office development, an update to the Comprehensive Plan was needed. This new plan was used for nearly 30 years and laid out the basic land use and transportation pattern that is established today. The success of Plano can largely be attributed to the 1986 comprehensive plan and the greater planning efforts of city leadership at the time.



## ELECTRONIC DATA SYSTEMS (1992)

*Electronic Data Systems (EDS), founded by tech mogul Ross Perot, relocated its company headquarters to Plano in 1992. The move brought a significant number of tech jobs, reshaping the economy of Plano.*

## JCPENNEY HEADQUARTERS

*After announcing the move in 1987, the J. C. Penney Company relocates its headquarters from Manhattan to the Legacy business area in 1992.*



## ARCHITECTURAL STYLES

- Two-Story
- Post-Modern
- McMansions
- New Traditional

## PRESIDENT GEORGE BUSH TURNPIKE OPENS

*Planned since the 1950s, the completion of the President George Bush Turnpike was a long-awaited connection to the DFW Airport. In 1999, parts of the expressway began opening to traffic.*

**222,030**  
POPULATION  
OF PLANO

2000

1992

**EAST PLANO  
TRANSIT CENTER  
OPENS**



1994

**DALLAS NORTH  
TOLLWAY**

*is extended through Plano*

**ALL-AMERICA  
CITY (1994)**

*Plano is awarded the "All-America City" award from the National Civic League, recognizing Plano for the Police Department's crime prevention efforts, PISD's Practical Parent Education Program and the Plano Children's Medical Clinic.*

1996

*Harrington Furniture, a staple of Downtown Plano for decades, closes its doors.*

1998

**DR. PEPPER MOVES  
TO LEGACY**

**PLANO WEST SENIOR  
HIGH SCHOOL OPENS  
(1999)**

**CEREMONIAL  
GROUNDBREAKING OF  
LEGACY TOWN CENTER  
(1999)**



Residential



Commercial



Church



Cemetery

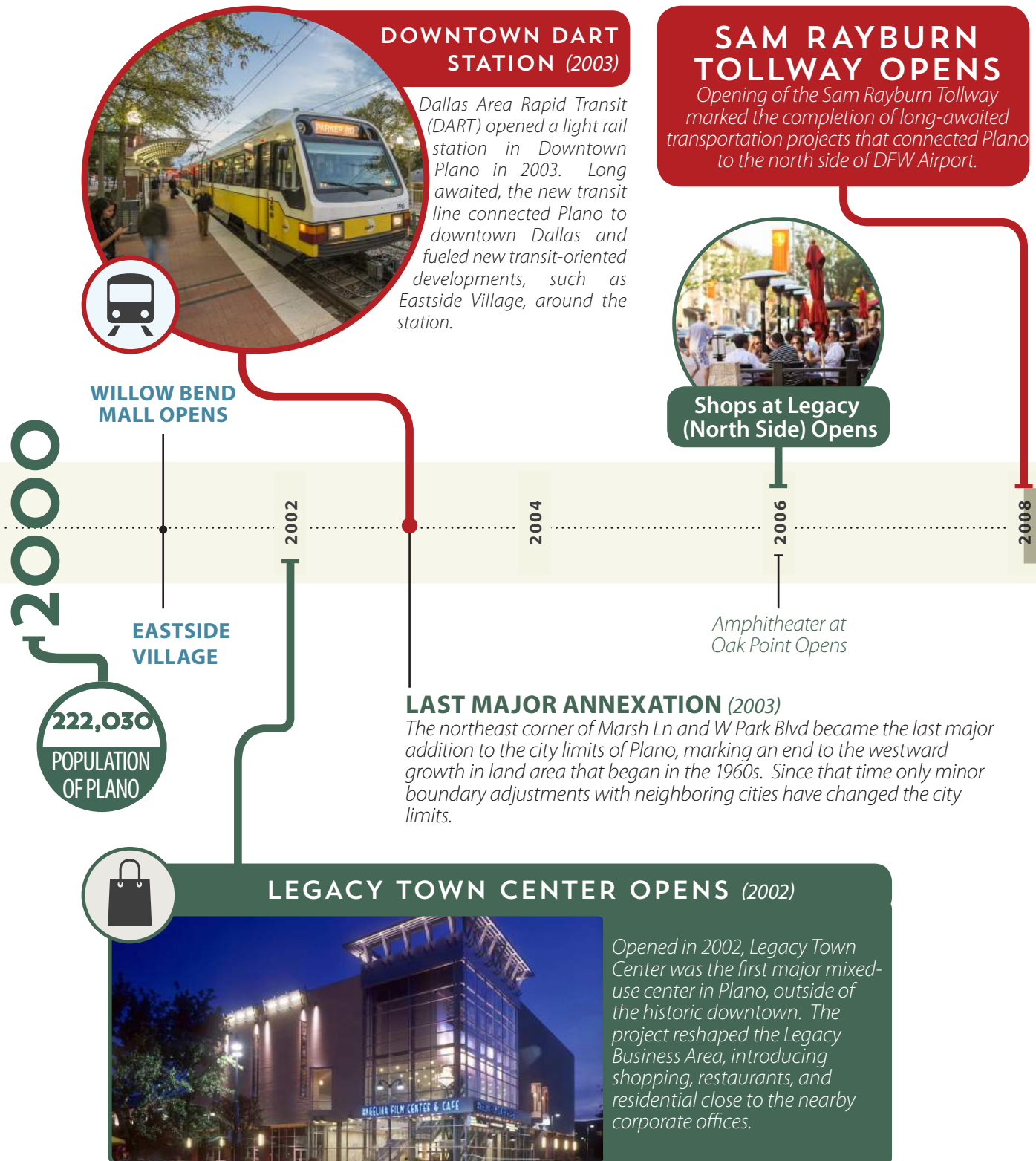


Downtown Fire



# 2000-2018: PLANO TODAY

In the year 2000, residential growth begins to slow and Plano focuses on mixed-use, redevelopment, and employment. Downtown continues its revitalization with the arrival of the DART light rail and businesses return, making downtown a premier entertainment district. During this period, Plano begins the transition from a suburban community to a first-tier suburb as growth continues beyond its northern limits.





## TOYOTA NORTH AMERICAN HQ (2014)

In 2014, Toyota announced the relocation of its North American headquarters to Plano. Opened in 2017, the company is now a major contributor to the local and regional economy.



## ARCHITECTURAL STYLES

- New Traditional
- McMansions
- Patio Homes
- Lofts
- Townhomes
- Curtain Wall Buildings



## Children's Medical Center Opens

## PLANO TOMORROW

(2015)

Plano updates the city's comprehensive plan for the first time since 1986. Although controversial, the plan would go on to win the Daniel Burnham Award for a Comprehensive Plan from the American Planning Association.

2008

2010

The Great Recession  
(2008-2012)

2012

2014

2016

2018

259,841

POPULATION OF PLANO

## JP MORGAN CHASE & LIBERTY MUTUAL

announce the location two new 1,000,000+ square-foot regional operations centers near Legacy West.

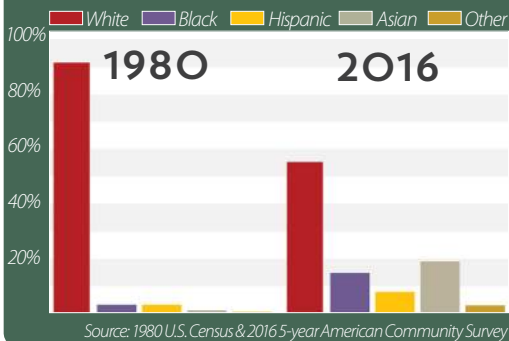
281,390

POPULATION OF PLANO



## DEMOGRAPHIC CHANGES

Since 1980, the diversity of Plano's population continues to increase.



## LEGACY WEST

Legacy West is a premiere mixed-use development on the west side of the Dallas North Tollway, north of Legacy Drive. The area is a recent addition to the greater Legacy Business Area of Plano.



Residential



Commercial



Church

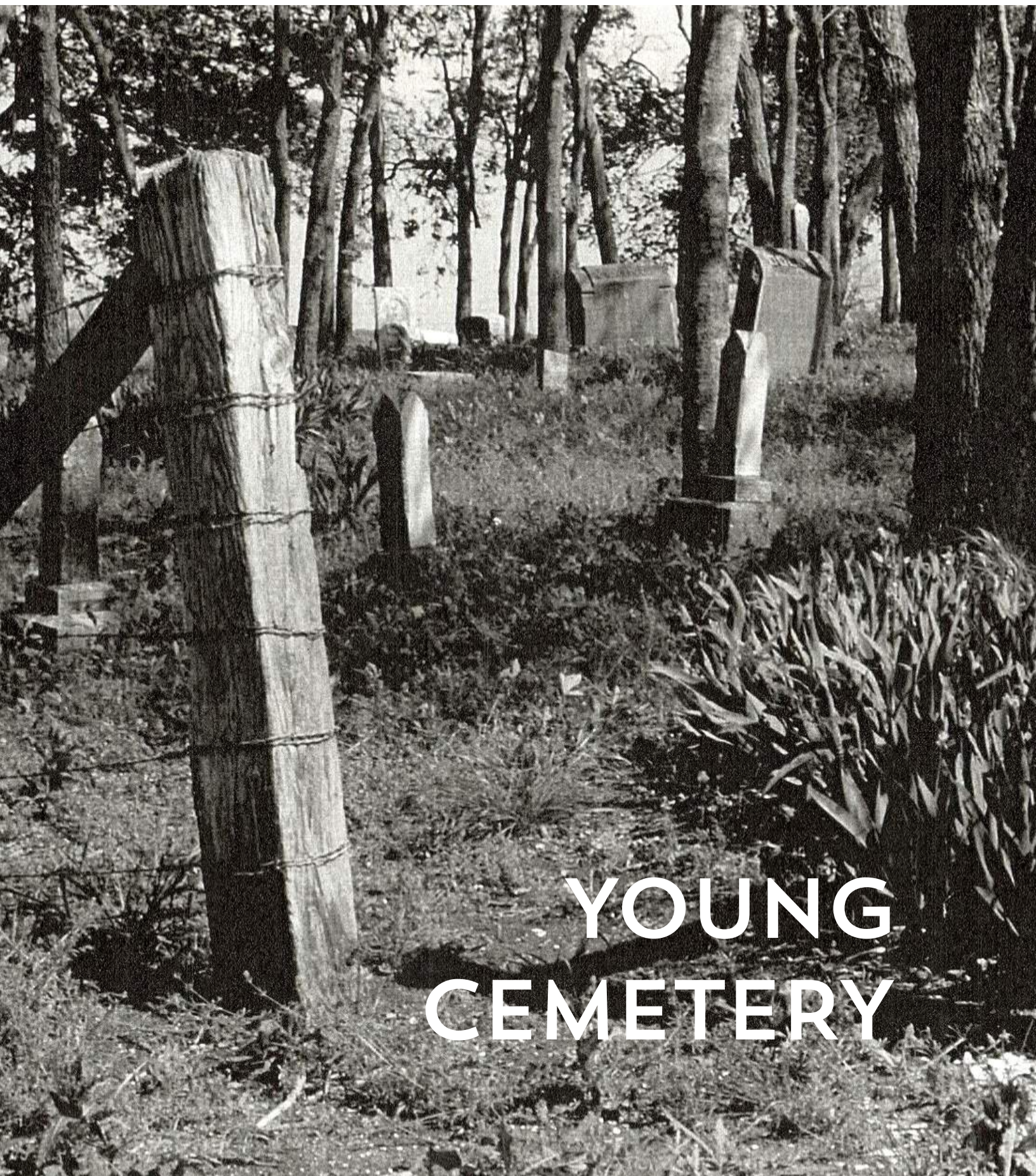


Cemetery



Downtown Fire





# YOUNG CEMETERY



**BISMARCK HISTORIC PRESERVATION COMMISSION  
MEETING MINUTES  
August 19, 2020**

The Bismarck Historic Preservation Commission met on August 19, 2020, at 3:30 p.m. in the Tom Baker Meeting Room in the City-County Office Building, 221 North 5<sup>th</sup> Street. Due to ongoing public health concerns related to COVID-19, the meeting was held via Zoom. Chair Sakariassen presided remotely.

Commissioners present were Steve Bakken, Blake Dinkins, Calvin Grinnell, Tory Jackson, Beth Nodland, Walt Bailey and Amy Sakariassen.

Staff members present were Jannelle Combs – City Attorney, Will Hutchings – Planner and Hilary Balzum – Community Development Administrative Assistant.

**MINUTES**

Chair Sakariassen called for consideration of the minutes of the June 17, 2020 meeting of the Historic Preservation Commission.

Commissioner Dinkins pointed out a typo on page three and called for a correction of F.W. Woolworth. Staff indicated the change would be made prior to publication of the minutes.

**MOTION:** A motion was made by Commissioner Bakken to approve the minutes of the June 17, 2020 meeting of the Historic Preservation Commission, as amended. The motion was seconded by Commissioner Nodland and with Commissioners Bakken, Bailey, Dinkins, Grinnell, Jackson, Nodland and Sakariassen voting in favor of the motion, the motion was approved.

**PUBLIC COMMENT**

There were no public comments to be received as this time.

**UPDATE ON HIGHLAND ACRES SURVEY PROJECT**

Mr. Hutchings shared that the Highland Acres Survey project contract was awarded to Metcalf Archaeological Consultants. In addition, the State Historic Preservation Office has completed surveys for approximately 100 properties for their portion within the study area. He added that staff conducted a high-quality color scan of the property cards that the City Assessing Division had jettisoned to the State Historic Preservation Office archives, sent letters to the neighborhood notifying them surveys would be taking place and sent a press release to local media about the survey project.



Emily Sakariassen, Metcalf Archaeological Consultants, said they are thrilled to have this project and added that they have the software and technology to be able to do it well. She said they are currently conducting preliminary surveys for now.

Commissioner Bailey asked if there will be an evaluation of a sample survey and, if so, who would conduct that.

Mr. Hutchings said fifteen sample surveys have been provided to the State Historic Preservation Office to make sure their standards are being met before getting too far into the project.

Commissioner Nodland said part of the proposal was regarding context and asked if there has been anything found yet relating to architect archives.

Ms. Sakariassen said they can come back and update those findings as they are discovered and with just fifteen completed so far there is a lot more to discover yet.

Chair Sakariassen said it is very neat that this project is finally going as it was a bit uncertain for a while.

## **OTHER BUSINESS**

Mr. Hutchings said there is an open input period on the State's Historic Preservation Plan Update with a link to answer some survey questions, as well as contact information. He said there will also be a virtual meeting held on August 28<sup>th</sup> to submit a nomination for a building in Grand Forks. He added that he looked into conference options and found an online conference, which he attended as he was able to do so, and the conference was recorded so he can go back and watch any items he may have missed. He said he will share any relative ideas and examples that he finds.

Chair Sakariassen asked if it would be possible for this Commission to view any of the sessions or if it is restricted.

Mr. Hutchings said he did ask the organizers that question and was told to please not share the recording but he can recap the conference sessions as requested. He said an Historic Preservation Commission membership for the City of Bismarck to the Alliance of Historic Preservation Commission was also recently purchased.

Commissioner Nodland asked if the link to the session themes could be shared so they can see what they would like to request summaries on.

Mr. Hutchings said he can do that.

## **ADJOURNMENT**

There being no further business, Chair Sakariassen declared the meeting of the Bismarck Historic Preservation Commission adjourned at 3:50 p.m. to meet again on September 16, 2020.

Respectfully Submitted,

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Hilary Balzum  
Recording Secretary

APPROVED:

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Amy Sakariassen, Chair